

## Revised Claims

1. A method for setting the operating point of a drive train whose purpose is to provide a mechanical and an electrical power output, wherein the appropriate characteristic map (1) is selected from a plurality of characteristic maps (1) on the basis of the required electrical power (PBnz), and, from this characteristic map (1), the operating point is selected on the basis of a plurality of kinematic and/or dynamic degrees of freedom (vFzg, MAwl).
2. The method as recited in Claim 1, wherein a control for an energy storage device (Bat) of the on-board electrical system supplies a parameter which is indicative of the condition of the energy storage device (Bat), and the appropriate characteristic map (1) is additionally selected on the basis of the parameter.
3. The method as recited in either Claim 1 or 2, wherein, in order to determine the required electrical power (PBnz) of the on-board electrical system, the electrical power (PVer) required by the power consumers and the electrical power (PBat) demanded from or deliverable by an energy storage device (Bat) are taken into consideration.
4. The method as recited in Claim 3, wherein the energy storage device (Bat) is charged or discharged as a function of the characteristic map (1).
5. The method as recited in one of Claims 1 through 4, wherein the required electrical power (PBnz) of the on-board electrical system is assigned to a power stage (PDis), on whose basis the appropriate characteristic map (1) is selected.

6. The method as recited in Claim 5, wherein the power stage (PDis) is additionally selected on the basis of the condition of the energy storage device (Bat) of the on-board electrical system and/or on the basis of the level of the available voltage.
7. The method as recited in one of Claims 1 through 6, wherein it is employed in a motor vehicle.
8. The method as recited in Claim 7, wherein the first degree of freedom is constituted of a variable that represents the speed (vFzg) of the motor vehicle.
9. The method as recited in one of Claims 1 through 8, wherein the second degree of freedom is constituted of a setpoint torque (MAwl).
10. The method as recited in one of Claims 1 through 9, wherein the drive train has a transmission, and the ratio of the transmission is controlled.
11. The method as recited in one of Claims 1 through 10, wherein the drive train has an electric drive (Ema1, Ema2) and an internal combustion drive (Mot); the torque (M) or the speed (n) of the internal combustion drive (Mot) is specified; and the torque (M) or the speed (n) of the electric drive (Ema1, Ema2) is specified.

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Letter Accompanying Claims Later Filed Under Article 19 PCT

Claim 1 replaces the originally filed Claim 1 and was amended to include the wording "of an on-board electrical system" in line 12.

Claim 2 replaces the originally filed Claim 2 and was amended to include the wording "of the on-board electrical system" in line 18.

Claim 3 replaces the originally filed Claim 3 and was amended to include the wording "of the on-board electrical system" in line 25.

Claim 4 is unchanged.

Claim 5 replaces the originally filed Claim 5 and was amended to include the wording "of the on-board electrical system" in line 2.

Claim 6 replaces the originally filed Claim 6 and was amended to include the wording "of the on-board electrical system" in line 8.

Claim 7 is unchanged.

Claim 8 is unchanged.

Claim 9 is unchanged.

Claim 10 is unchanged.

Claim 11 is unchanged.